

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY & POOCHOW.

The Co.'s Steamship
Harian,
Captain ASHTON, will be
despatched for the above
Ports **TO-MORROW**, the 21st Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 20, 1890. **2185**

FOR SHANGHAI.

The Steamship

 **Antoy,**
Capt. T. L. LEBMANN, will
be despatched for the
above Port TO-MORROW, the at Inst.,
at 10 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, December 20, 1880. 2183

OCEAN STEAMSHIP COMPANY.

**FOR YOKOHAMA, KOBE AND
NAGASAKI**

The Steamship
Ajawa,
Capt. RAWLINS, will be
despatched as above on
SUNDAY, the 21st Instant

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 19, 1880. 2184

**FOR SINGAPORE, HAYRE AND
HAMBURG.**

(Taking Cargo at through rates to —
**ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,**

The Steamship
Frigo,
Captain F. NAGEL, will
be despatched for the
above Ports on **TUESDAY**, the 23rd Inst.,
at 10 a.m.

For Freight or Passage, apply to
RIEMSEN & Co.,
Agents,
Hongkong, December 15, 1890.

STEAM TO STRAITS AND BOMBAY.
(Calling at COLOMBO if sufficient
inducement offers.)

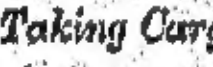
The P. & O. S. N. Co.'s
Steamship
Teheran
Captain C. D. SAMES,
R.N.E., will leave for the above places on
TUESDAY, the 23rd inst., at Noon, and
not as previously advertised.

Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, December 19, 1890. 2163

COMPAGNIE DES MESSEAGERIES
MARITIMES.

FOR HAIPHONG (DIRECT.)
(Taking Cargo for TOURANE & QUINCON.)

The Co.'s Steamship
Haiphong.



leave for the above Port
shortly after the arrival of the next English
Mail Steamer from Europe.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, December 18, 1890. 218


SAKI AND KOBE.
(Passing through the INLAND SEA.)
The P. & O. S. N. Co.
Steamship
Verona,
Capt. F. B. SEYMOUR
will leave for the above places at Day
light on SATURDAY, the 27th Instant.
E. L. WOODIN,

P. & O. S. N. Co.'s Office,
Hongkong, December 15, 1890. 215

THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION CO.

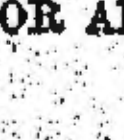
PANY, LIMITED.

FOR LONDON.

 The Co.'s Steamship
Oarfa,
W. S. Thomson, Com-
mander, will be de-
patched as above on or about the 1st Prox.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, December 15, 1890. 214


NIPPON YUSEN KAISHA.

**FOR ADELAIDE, MELBOURNE AND
SYDNEY, VIA JAVA.**

 The Co.'s Steamship
Mitui Maru,
Captain SAKURAI, will be
despatched for the above
Ports on the 5th of January, 1891.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, December 19, 1890. 218

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.L.I. American Ship
Sea Witch,


for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, November 3, 1890.

The German East Africa Company has received notice to quit, observes a home paper. The Imperial Government announces that it will self-administer the territory in future. In other words, the Company, we suppose, will be reduced to the condition of the East India Company after the Proclamation of 1858. It will be allowed to trade, and make what it can out of trading. But its territorial rights will be transferred to the Crown. The vast dominion handed over to Germany, then, is not a concession of a rather embarrassed mercantile corporation, but of a Government which has, at any rate, shown no lack of energy and vigour in recent years.

The command of the China station, to which Vice-Admiral Sir Frederick Richards, K.C.B., has been appointed, dates back to the late China war, prior to which it was held as part of the East India station. The following flag officers have in succession held the appointment—viz. Admiral Sir William Parker, 1841 to 1846; Admiral Sir George Elliot, 1846 to 1851; Sir Francis Collier, 1851 to 1859; Charles J. Austin, C.B., 1859 to 1862; the Hon. Sir Fleetwood Pellew, 1862 to 1864; Sir James Sidling, 1864 to 1865; Sir Michael Seymour, 1865 to 1869; and Sir James Hope, 1869 to 1870. All these officers were appointed commanders-in-chief of the China station, with their flags in the *Agincourt*, *Hatfield*, *Winchester*, *Caledonia*, and *Imperieuse*, names which will be readily recalled by many officers. The first flag officer appointed to the independent command was Sir Augustus Kuper, with his flag in the *Agincourt*, in 1871. He was succeeded by Sir William Dorell as his flag captain. His successors were Sir George St. Vincent King, 1875 to 1877, flag ship *Princess Royal*, Captain George Jones; Sir Henry Keppel, 1877 to 1880, flag ship *Ocean*, Captain Chander Stanhope; Sir Harry Keppel, 1880 to 1881, flag ship *Ocean*, Captain William Howard; V.C.; Sir Charles Shadwell, 1881 to 1884, flag ship *Iron Duke*, Captain William Arthur; Sir Alfred Ryder, 1884 to 1887, flag ship *Adriatic*, Captain Philip Colburn; Charles F. Hillyar, 1887 to 1888, flag ship *Adriatic*, Captain F. Durrant; Robert Cooto, 1888 to 1891, flag ship *Duke*, Captain H. E. Gloagrove; Sir George Willes, 1891 to 1894, flag ship *Iron Duke*, Captain Tracy; Sir William Dorell, January, 1894 to October, 1895, flag ship *Adriatic*, Captain Pearson; Sir R. Vesey Hamilton, October, 1895, to December, 1897, flag ship *Adriatic*, Captain Hamilton; Sir R. Vesey Hamilton, December, 1897 to 1899, flag ship *Imperieuse*, Captain May.

FRAGRANT WATERS' MURMUR

That the Admiral is credited with having used some very plain Service English over the *Namoa* affair. That those concerned plead that no instructions were given by the Executive, but that I believe is incorrect, as the arrangement to send a gunboat was made before eleven o'clock in the forenoon. That Captain Stewart and an interpreter (sent by the Commissioner of Customs of Kowloon) were on board the Commodore's ship by one in the afternoon, ready to start, but did not get away until next morning. That it is to be regretted the Acting Governor has not forced any explanation of the part in the handling delay attributed to him, as I feel sure he is blameless in the matter.

That as the town was ringing with the news of the piracy by 9 o'clock on the morning of the *Namoa's* return, I much fear no adequate excuse can be given by the Naval authorities. That people are asking why we maintain a powerful fleet if no vessel can be got ready for an emergency, and if this vessels lie idle in port after an outrage like the one in question. That if the real facts are not known, or are partially misunderstood, then official explanations ought to be made to allay the public indignation. That it is a fact much valuable time was lost, and that even yet no steps worthy of the occasion have been taken by the Naval Authorities, though the Police have detained several suspicious characters. That there would be no objection to know how many of the Chinese in Hongkong who are known by the Police to be suspicious characters and dangerous to the peace and order of the Colony have been deported during the year.

That if I were a member of Council I would call for the production of a list of the names of the Defamation Ordinance in a powerful weapon when discreetly used. That the leader of the *Namoa* piracy might have been deported, as he was a known bad character; but the weakness in numbers of our Detective branch renders effective surveillance impossible.

That Winchester registers are now in request, and steps are being taken by shipowners to search the baggage of Chinese passengers, although it is feared certain other shipowners may make capital by declining to search the baggage. That so keen is the competition, so the story goes, that shipowners cannot make common cause against a recurrence of outrages like the *Namoa* tragedy—not to speak of their inability to run together in the Sunday labour question.

That it is a sad world, my masters, and the reminders are all too frequent. That the *Martina* was an excellent Regatta flag ship, but to win the first day's race of yore have passed away, and the annual gatherings of these days are tame affairs. That little children are ever attracted by life and motion, and old fossils get used to these as to lose interest in them; but the older ones get the more beauty by one sea in the graceful motion of a yacht cleaving the water with her wings expanded and the white foam ahead.

That to see old *Four B's* making *Namoi* again, as she tore along with the water up to her skylights, was one of the prettiest sights of the Regatta. That the plucky *Zephyr*, sailed by a Bristol man, landed the first day's race in Bristol fashion under cracking canvas, saving nearly eight minutes of her time allowance.

That this victory was no doubt a disappointment to the veteran sport who owns and sails the *Namoi*, who made a gallant effort to win, but the main here admired the able handling of his opponent's craft.

That on the day following, under very similar conditions, the *Namoi* was sailed with great skill, and, having stuck to the *Zephyr* for lock, won an admirably-contested race by twenty seconds and ten minutes of time.

That so far, therefore, the dear old *Namoi* still remains Queen of the Racers, although the first day's race showed what skill, judgment and experience could do. That everyone is well pleased that Mr. Eds was rewarded for having entered the *Zephyr* with her, entering canvas, and hopes he will do so again.

That the Bank brigade cheered heartily over the well-earned success of Mr. Stephen, and the Military and Naval leaders were occasionally heard in the old cheering of the Navy, the Commodore's sailing gig has not yet been taken to the water, and the 'White Swan' archer has not as proudly as ever.

That there was a small screw loose in the arrangements somewhere, and I heard a racing race was started unofficially the first day.

That if the Jubilee Road proves abortive, the scheme will not have failed from want of 'wining up.'

That those who doubt the Chinese appreciation of vehicular conveyances should see the Bubbling Well Road in Shanghai.

That much less than twenty years ago carriage exercise, except on a horse-brawl, was unknown to the Chinese.

That it is no exaggeration to say that 'in season' the string of native-bellied carriages on that road is almost continuous.

That schemes based on utility naturally have their advocates, why has a Poor-house been overlooked?

That such a building might be architecturally beautiful and usefully commemorative of the times we have passed through.

That if 'Public' is to be kept it might be well to consider the obligations such a festival involves.

That in the olden time, among other things, land reverted to its original owner, hired servants were set free, and all debts were wiped out.

That perhaps the hardest duty of all was the perpetual confusion of accumulated sins.

That such a land tenure would hardly suit our local oligarchy of landowners.

That all things considered perhaps a more appropriate name might be given to the celebration.

That if we are retreating generally (of which the author of 'Opposites' and many others entertain no doubt) we are progressing in refinement.

That the Arts and Crafts Exhibition has elevated the humble Old Scuttle into a Coal Copper Vase.

That the latest fad of American travellers is to pick up small silver spoons over Europe as mementoes.

That the bulk of these travellers are ladies, and their ambition is to pick up a spoon in every European Capital.

That it is said million-riding is about to be revived in England.

That the theory of woman's rights is a scarcely likely she will be satisfied with a back seat.

That Mr. Fleming's term of Acting Governorship draws to a close, and on the whole he has shown judgment, moderation and fairness.

That the Battle of the Estimates has been quite closed, and I hear that the remarks of the unofficial members upon the Extraordinary Public Works are not rebuffed by the Executive.

That as the tone of the unofficial members throughout has been that of caution, which is a good thing, a legitimate object of the advice given by the Secretary of State, the objections of the officials are quite inappreciable.

That it is to be hoped the unofficials will stick to their guns, fire them steadily and aim carefully, until a more efficient system of checking expenditure in the Public Works Department is thoroughly secured.

That Charles Stuart Parnell has received a rebuff from the Baities and Burgesses of Edinburgh such as has not been seen for many a long year.

BROWNIE.

THE POLICE AND AMBULANCE WORK.

PRESENTATION OF A TESTIMONIAL TO DR. CANTLIE.

The members of the Police Force who have been attending the classes conducted by Dr. Cantlie in connection with St. John's Ambulance Society, presented their instructor to-day with a handsome testimonial as a mark of their appreciation of his services. The testimonial was a large Japanese bronze of grotesque design, and the presentation took place in the billiard room at the Central Police Station. Major-General Gordon, Acting Captain Superintendent of Police, who made the presentation said he had been requested by the police members of the Ambulance Society to say a few words on their behalf. It was their desire to thank Dr. Cantlie for his kindness and for the great trouble he had taken in instructing them in the ambulance work. They had benefited greatly by the knowledge which had been imparted to them, and that knowledge had made them more useful members of society in making them able to render assistance to their fellow-creatures in cases where bodily injuries might be greatly alleviated, and perhaps even saved by prompt aid. They were anxious to express their gratitude to Dr. Cantlie for the benefits they had derived from his teaching, and they desired to mark in some measure their appreciation of these benefits. He (General Gordon) had therefore on their behalf requested Dr. Cantlie's acceptance of the testimonial, and he was glad to see that it was accepted so graciously. The testimonial was an extremely Oriental type, and when Dr. Cantlie settled down quietly on the banks of the Dee or Spey at home in Scotland, it would serve to remind him of those duties in the Far East to which he had devoted so much time and attention. On behalf of the police members of the Ambulance Society he thanked Dr. Cantlie for his kindness and for the great trouble he had taken in instructing them in the ambulance work. The course of instruction was that prescribed by St. John's Ambulance Association, and in accepting the testimonial, which he did with the most sincere and hearty thanks, he did so in the name of the Association, and he would have great pleasure in informing the St. John of Jerusalem, a body connected with the Association, that this compliment had been paid to it through him. He thanked Major-General Gordon for the kind way in which he had referred to him (Dr. Cantlie's) humble efforts. The work had been a life-work with him, not only in regard to the ambulance work, but also in regard to the police members of the Ambulance Society. He had been for many years in the Colony, and he had declared his intention of making it his permanent abode.

A bill for the naturalisation of Lai Sui Tong was read a second time. The Acting Attorney General said the gentleman had carried out his duty in the most efficient manner, and he had been for many years in the Colony, and he had declared his intention of making it his permanent abode.

The Bill for the repeal of the Civil List Ordinance was read a third time and passed. The Gambling and Bankruptcy Bills were adjourned. The Acting Attorney General said there was a wish on the part of the unofficial members to have further time to consider the Gambling Bill, and it could stand over to next meeting.

The Acting Attorney General said this Bill had been referred to the Law Committee. That Committee reported the Bill with only a few verbal amendments. According to the Standing Rules, if no objection was raised, the Council might proceed to the third reading.

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with a greater capacity for doing useful work. The Turks drove the old order out of Malta as well as out of Jerusalem, and a large proportion of the household goods of the English, and of St. John's Gate, Orleansville. They were driven out by Henry VIII, and the order practically ceased to exist although the titles pertaining to it continued. Within the last twelve years the present order was founded. It was supported by several army medical officers, chief among whom were Surgeon-Major Shepherd and Surgeon-Major Staples. Associated with them was Colonel Duncan, R.A., who did a great deal of work in connection with the association, lecturing in almost every town and village in England, and creating enormous enthusiasm throughout the whole country. The movement spread rapidly and with the most successful results, not only in England but in the Colonies and the continent of Europe. By and by it would be an absolute law in connection with the police throughout the civilised world. That member should be asked to render first aid to the injured.—(Applause.)

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present:—His Excellency the Officer Administering the Government, Hon. F. Fleming; Hon. W. M. Deane, Acting Colonial Secretary; Hon. E. J. Akeroyd, Acting Attorney General; Hon. H. E. Wedderburn, Acting Colonial Treasurer; Hon. N. G. Mitchell James, Acting Registrar General; Hon. P. Ryrie, Hon. C. P. Chater, Hon. J. J. Keewick, Hon. Ho Kai, and Hon. T. H. Whitehead, and Mr. F. A. Bazelant, Acting Clerk of Councils.

THE GOVERNMENT AND THE UNOFFICIALS.

The Acting Colonial Secretary moved the adoption of the report of the proceedings of the Finance Committee on the 11th and 12th December, including a recommendation that the rate of postage be fixed at 7 cents per half oz. He might mention that the fixing of the rate of postage rested with His Excellency in Executive Council. It was therefore merely a recommendation, on behalf of the Council, that was made. He did not think it was fair to the unofficial members to mix up in the reports, the question of the reduction of postage and the question of extraordinary public works, and he had a difficulty in seeing how the Council could adopt them in their present form.

Mr. Chater said the unofficial members had an addendum which they wished to add to the report.

The Acting Colonial Secretary said he had just seen the addendum. It had never come before the Finance Committee.

His Excellency—Do you wish the addendum to be put on the agenda? The unofficial members wished it to go along with the report.

His Excellency—Then as it has not been submitted to the Committee, the report will have to be sent back to them, in order that the official members may make any remarks on the addendum they may desire to make.

We must take a point of the Finance Committee which has not been discussed.

Mr. Chater—I do not suppose for a moment that the official members will endorse it. It is put in by the unofficial members alone, who have gone very carefully into the matter.

His Excellency—Then it does not form part of the report, and the unofficial members had an addendum which they wished to add to the report.

The Acting Colonial Secretary said that certain members of the Council might draw up a protest and send it in along with a report. The addendum was not a protest; but was the opinion of the unofficial members on certain points, and it might be annexed to the report, although not technically forming part of it.

Mr. Keewick said the unofficial members were quite satisfied if the addendum was accepted in that way. They attached some importance to the various views expressed therein, which, unless the addendum was accepted, His Excellency would have no knowledge of.

The Acting Colonial Secretary said he had been asked to glance through the addendum. There were a number of things with which he thoroughly agreed, but to observed one passage the correctness of which he did not admit, and there might be others.

His Excellency—The document cannot form part of the report, even as an addendum, unless it has come before the Finance Committee.

The Acting Colonial Secretary then moved that the reports of the Finance Committee be referred back to that committee for further consideration.

The Acting Colonial Treasurer seconded the motion and was adopted.

LIGHT DUTY.

Mr. Whitehead asked the following question of which he had given notice: Will the Government lay on the table a statement showing the aggregate amount of Light Dues collected from 1st January to 31st March last, both inclusive, and from 1st April to 31st November last, also both days inclusive.

The Acting Colonial Secretary—The amount of the collections of light dues from 1st January to 31st March last was \$2,119.93, and from 1st April to 31st November last, making a total of \$94,237.63.

NATURALIZATION.

A bill for the naturalisation of Lai Sui Tong was read a second time. The Acting Attorney General said the gentleman had carried out his duty in the most efficient manner, and he had been for many years in the Colony, and he had declared his intention of making it his permanent abode.

The Bill for the repeal of the Civil List Ordinance was read a third time and passed. The Gambling and Bankruptcy Bills were adjourned. The Acting Attorney General said there was a wish on the part of the unofficial members to have further time to consider the Gambling Bill, and it could stand over to next meeting.

The Acting Attorney General said this Bill had been referred to the Law Committee. That Committee reported the Bill with only a few verbal amendments. According to the Standing Rules, if no objection was raised, the Council might proceed to the third reading.

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Mr. Whitehead—I think it would be desirable to postpone the passing of the Bill, until we have had some time to look into it. I think it would be under the jurisdiction of the Supreme Court. From what I can observe it seems to be entirely at the disposal of the Governor. I think it should be vested in the Council, and that these trustees should be under the jurisdiction of the Supreme Court.

The Acting Attorney General—The trustees will be under the jurisdiction of the Supreme Court. To a great extent everybody is under that jurisdiction. The management of the land is placed in the hands of trustees, and it is provided that their acts and decisions may be revised and modified by the Governor in Council, whose decision shall be final. But if the trustees go against the provisions of the ordinance or commit any breach of their duty, they may be removed from office by the Council. If any objection is raised then the Bill cannot be read a third time to-day.

The Acting Colonial Secretary—If any objection is raised the Council will have to go through the Bill itself clause by clause. Mr. Whitehead—I have not had time to go into the matter thoroughly, but I think this Fund should be vested in trustees who would be entirely under the jurisdiction of the Supreme Court and not under the orders of the Government. I have no wish however to press my views on the Council, nor to give the Council unnecessary labour.

His Excellency said there were a great many matters in the addendum which the Government might have an opportunity of replying to before accepting it. A few days ago it was mentioned to him that the unofficial members wished to add an addendum, and from the explanations then given he said he had no objections to adding it to the report. What was now proposed was a very different matter altogether. He did not think it was fair to the addendum should form part of the report, without the Government having an opportunity of making such statements there as they thought proper.

Mr. Whitehead—All that we want is to put in this addendum to the Finance Committee's report, and if our addendum is not accepted by the Secretary of State I think that the object we have in view will be arrived at.

His Excellency—You make certain allegations in that addendum which the Government ought to have an opportunity of replying to. You say that the Government has refused to take any notice of the information I have stated over and over again that it is my wish to give the unofficial members every information in my power. If they desire any particular information with regard to a particular subject, I should have done my best to give the information. This addendum will convey that the unofficial members have asked the Government for certain information which the Government have refused to give.

Mr. Whitehead—We have been much pushed with the work in Council. The consideration of the Estimates and of public works has taken up a great deal of time. We have prepared this addendum somewhat hastily. We are quite ready to reconsider it if time is given to us.

His Excellency—The Estimates were brought before this Council in the early part of October, more than two months ago. I think it would be reasonable to expect that the Council should have had some time to consider the Estimates, and to have given the Government an opportunity of replying to them.

Mr. Keewick said the unofficial members were quite satisfied if the addendum was accepted in that way. They attached some importance to the various views expressed therein, which, unless the addendum was accepted, His Excellency would have no knowledge of.

The Acting Colonial Secretary said he had been asked to glance through the addendum. There were a number of things with which he thoroughly agreed, but to observed one passage the correctness of which he did not admit, and there might be others.

His Excellency—The document cannot form part of the report, even as an addendum, unless it has come before the Finance Committee.

The Acting Colonial Secretary then moved that the reports of the Finance Committee be referred back to that committee for further consideration.

The Acting Colonial Treasurer seconded the motion and was adopted.

The Acting Colonial Secretary said that certain members of the Council might draw up a protest and send it in along with a report. The addendum was not a protest; but was the opinion of the unofficial members on certain points, and it might be annexed to the report, although not technically forming part of it.

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talk over the matter with me, we might have likely come to a satisfactory conclusion. I do not wish to prevent the unofficial members from expressing their opinion, nor to prevent their opinion forming part of the report which will be transmitted to the Secretary of State. I think there must have been some misunderstanding with regard to the furnishing of information by the Government. From what an Hon. member has said, it would appear that the allegations contained in this report do not perhaps correctly convey what the unofficial members wish to state. Under these circumstances, perhaps the better course would be to adjourn until Monday, and in the meantime I shall be very happy to furnish any such information to the unofficial members as is in my power with reference to what is stated in the addendum. The Council adjourned on Monday at 11 o'clock.

ST. JOSEPH'S COLLEGE.

PRESENTATION OF PRIZES.

Honourable F. Fleming, O.M.G., presided at the Distribution of Prizes at St. Joseph's College this evening. The following is a copy of the prizes list (a report of the proceedings will be given on Monday):—

SPECIAL AND FIRST CLASSES.

G. Yungwong, and J. Osmund, Oxford Local Examination.

H. E. J. Akeroyd, J. Logrand, Oxford Local Examination, French.

A. Silva and B. Silva, Christian Doctrine, Good Conduct and Regularity.

M. Jesus, English Composition.

A. Collins, Euclid, Analysis and Parsing.

A. Gomes, French, Mensuration and Algebra.

R. Nogueira, Arithmetic.

J. Rocha, Penmanship.

J. Gomes, Conduct, Testimonials and Book-keeping.

J. Costa, Reading, Arithmetic and Euclid.

Ip Wah To, General Proficiency and Book-keeping.

F. Evangelista, Physical Geography and Book-keeping.

J. Azevedo, Arithmetic and Euclid.

J. Rocha, Punctuation and Algebra.

F. Castro, Grammar and Penmanship.

C. Osmund, Conduct.

J. Jorge, Christian Doctrine.

M. Xavier, Geography.

T. Colloque, Grammar.

W. Mervel, Composition.

THIRD CLASS.

L. Silva, General Proficiency.

A. Torres, Christian Doctrine, Reading, French and Home Tasks.

J. Nogueira, Arithmetic, Euclid.

L. Anthony, Penmanship and Physical Geography.

H. Jorge, Algebra and Sunday Attendance.

L. Lopes, Conduct.

H. Morrison, Dictation.

Ip Lam Tsz, Grammar.

T. Nolan, French.

FOURTH CLASS.

Ho Low and M. Chavez, General Proficiency.

are opened we have every reason to believe that our report will increase the support of the adoption of the report and accounts I shall be glad to answer any questions you may put to me.

Mr. J. C. de Remedios—You seem to think there is something of a dividend next year?

The Chairman—I did not say there was hope of a dividend.

Mr. Remedios—With the traffic increasing we may surely expect something. This year the gross earnings are \$25,000, while the expenses are \$24,000.

The Chairman—If you will see there is a surplus account of \$1,000, which was incurred during the great storm last year.

Mr. Remedios—A promise was made at a previous meeting to curtail expenses. I don't see that there has been

THE MANAGEMENT OF THE CHINESE NAVY.

The difficulties under which the controllers of the Chinese navy labour in laying out the management and navigation of their extensive warships to active officers who have only been taught or less trained by European instructors, are much greater than one would at first imagine. Yet we hear of comparatively few accidents on the sea. With her present not inconsiderable navy, containing ships of different sizes, from iron-armoured-plated battleships, of 7,345 tons, and engines of 6,000 horse power, down to her "alphabetical" gunboats, all under native command, the wonder is that accidents are so few. The former ships are usually only required at the expense of the Captain in the Dock at the Kiangnan Arsenal. The latter whose injuries were of a more serious character has just now left the same dock and is ready for active service again. These two ships are eighteen-knot cruisers built by Sir W. Armstrong's company with a tonnage of 2,300 tons and engines of 7,500 horse power. The *Ching Yuen*, as we mentioned before, really had a very narrow escape during her voyage round the Korean coast about three months ago. A heavy typhoon was

blowing when she struck heavily on Cape Brant, breaking away her east steel rim in several places, fracturing various frames, and tearing away many plates. The starboard propeller had two of its blades curled up in a most extraordinary manner and the shaft itself was bent more than three inches in a length of five feet. Notwithstanding these severe injuries she was able to remain at sea without repairs for nearly two months. This speaks volumes for the design and workmanship of the vessel, and for the innumerable advantages of the cellular system and water-tight compartments. A ship without having these necessities of modern warfare and navigation properly adjusted and arranged, is not likely to survive even a comparatively small accident of the kind in question. The repairs to the *Ching Yuen* were speedily effected at the Kiangnan Arsenal dock, where the workmen laboured night and day at their posts by means of a task. For a Government establishment to put through a job of such proportions, in such an unusually short space of time, speaks well for its organization. The fact, however, that a great part of the expenses have to come out of the Captain's pocket is no doubt an incentive to unusual diligence. (What would become of our European navies or dockyards if the commanders had to pay for the repairs of accidents to vessels under their care? We are evidently not so eminently practical in these matters as the astute Chinese!) The work, moreover, has been well done. The cast steel rim

and fractured frames have been efficiently repaired or replaced, while the propeller shaft has been straightened, and new blades cast. On Saturday last the Chinese Captain had the satisfaction of seeing her once more afloat, and ready to join the Northern Squadron, lying at Wosung. — *N. C. Daily News.*

COAL-MINING IN CHINA.

The following proclamation has been issued by Viceroy Chang Chi Tung:—

Knowing the richness of the soil of those Provinces, and in order to turn some of the treasures buried therein into your coffers, I issue this proclamation as Viceroy of the Kiang Hu Provinces. I have the Imperial sanction for the carrying out of such enterprises as the erection of iron mining and smelting works. I have caused factories to be built at Hungyang (or Wuchang), the buried treasures I speak of here, coal and other mines, and from time immemorial they are only waiting to yield their hoards to whoever had the enterprise to delve for them. In order to make any such undertaking successful immense quantities of coal must be used to feed the furnaces, and work the engines. Having regard to the people's welfare I shall not use any Foreign coal, but shall employ our own coal, and so enrich the people both individually and collectively. I have sent engineers to different parts of these Provinces

to inspect—and also to Ezechuen and Kiang Hu—the mines of coal and iron taken from the various mines. Several samples of hard coal and soft coal have been sent to me, and tested, and many of them proved to be excellent for furnaces and steamship consumption. In Hungh and Hunan there are good iron mines, which mean untold wealth to those provinces. If you, my worthy vassals, could find some 1,500 pounds of coal per *picul* would be consumed by cotton mills, and gun and iron factories, and besides a great deal more would find sale with our steamship companies, such as the China Merchants, and others. Therefore it is to your own advantage that you should at once proceed to operations on the mines that are under your feet. I will take all the coal, whether hard or not you can bring me, and in case I cannot use it all myself guaranteed to find a market for the surplus. Hitherto the mines have not been properly or profitably worked. You only got at the surface coal, and you could not keep the water out of your shafts when they were sunk to any depth. To remedy this you must purchase Foreign pumps that will easily get rid of the water. Such pumps can be worked by yourselves without the assistance of a Foreign superintendent, for the gear and working are very simple. I assure you I will take all the coal you can bring me, and I will not demand for the payments. Every time one of these spasms came on I said to

ONE WOMAN'S NERVES.

Looking backward to a certain lonely and unhappy time, a lady says:—

"I dragged on in this miserable condition for years, until I got tired of doctoring and taking stuff that did me no good. One physician attended me for eighteen months, giving me but little relief.

"I slept only in a broken fashion, and arose in the morning very little the better for having gone to bed. There was often severe pain in my head, and I was very nervous, and an almost constant sense of sickness. The skin gradually got dry and yellow, the stomach and bowels felt cold and dead, and the natural energy and warmth appeared to be ebbing out of me like the water out of a river at low tide.

"In June, 1889, whilst lying at More-down, Bourne-mouth, I had a worse attack than I had before. I was taken with a feeling of cramp, as it pins and needles were running into me, all over my body. I could not move, and had to lie helpless in bed. The doctor was sent for, and attended me every day, but did not seem to know what to make of my case. In fact, he was puzzled, and finally said: 'I don't really know what your complaint is.'

"I trembled and shook and felt as if I should fall to pieces. I was first hot and then cold, and so dreadfully nervous I could not bear any one in the room with me, and yet I did not wish them far away. I should call out for help. Every time one of these spasms came on I said to

myself, 'I am sure I shall never get up again.'

"I took nothing but liquid food, and yet could not retain even that on my stomach. By this time I was nothing but skin and bone. My legs went clammy, as if I had no blood left in me. My memory completely failed. I never expected to recover, and that was the opinion of my friends. After they had called to see me they would go away saying, 'She will never get better.' My head ached so dreadfully I thought I should lose my senses.

"I had given up all hope, when one day my friend, Mrs. West, of Bourne-mouth, called and asked what I was taking. I said, 'Oh, I'm tired of taking things; it's no use; I shall die.' Then she told me she was once ill much as I was, and was cured by Mother Seigel's Curative Syrup. 'Well,' I said, 'I'll try it if you will send for it.' She did so, and I seemed to feel better on taking the first dose, and after three days I was able to walk across the room, and by the end of the week I went down stairs. Now I am well as ever. All my nervousness has left me, and I can eat and digest my food without feeling any distress.

"I want to say finally that I knew about Mother Seigel's Curative Syrup, and should have tried it years before if certain acquaintances hadn't said, 'Oh, don't take it, for it will do you no good.' They said that because it was advertised, not because they knew for themselves. It was years of torture from what I have said—which is but part of my story—the people may infer what I think of this remedy. I thank God that I did resort to it at last before it was too late." (Signed) Mrs. Jane Foster, Dartmouth Road, Folesdown, Bourne-mouth, Hants. March, 1890.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANTE, BLACK SEA & DALTIC PORTS.

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken in through Bills of Lading for the principal places in RUSSIA.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken in through Bills of Lading for the principal places in RUSSIA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 20th December. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, December 20, 1890. 2000

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEEN, ISMAILIA, PORT SAID, MALTA, GEBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

ALSO,

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP

THAMES, Captain W. A. SEARON, with Her Majesty's Mails, will be despatched from this port for LONDON via BOMBAY and SUEZ CANAL, on THURSDAY, the 20th INSTANT, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 15, 1890. 2155

INSURANCES.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co.,

Agents.

Hongkong, November 14, 1890. 1364

QUEEN FIRE INSURANCE COY.

PANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,

Agents.

Hongkong, July 15, 1887. 1340

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKETCH.

PRICE, FIFTY CENTS.

To be had at Messrs. LAM, CRAWFORD & Co.; Messrs. KEE & WALSH; and Messrs. W. BARNES & Co.

August 14, 1889. 1638

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BRITISH, British 3-masted whaler, Capt. John Stronach, Jardine, Matheson & Co.

JOHN BARTON, American barquentine, Captain F. J. Shepherd-Master.

L. HAGAN, German barque, Captain Otto Busch, -Wielor & Co.

LOREAN, British barque, Capt. Thos. G. Evans, -Gibb, Livingston & Co.

MOBOC, American barquentine, Capt. P. Boche, -Sey Chong.

ST. NICHOLAS, American ship, Capt. C. F. Garver, -Douglas, Laprak & Co.

Printed and published by Gao. MURRAY BARN, at the China Mail Office, No. 6 Wyndham Street, Hongkong.

SHARE LIST—QUOTATIONS.

Hongkong, Saturday Noon, 20th December, 1890.

| STOCKS. | When Established | Capital. | No. of Shares. | Par Value of Share. | Amount Paid-up per share. | POSITION PER LAST REPORT. | | | | Intrinsic value per share as per figures and at date of last Report. | Annual Yield to Investors at closing price, on basis of last Dividend. | CASH QUOTATIONS. (For Time Bargains see memo. at foot.) | | |
|--|------------------|-----------|----------------|---------------------|---------------------------|---------------------------|---|---|--------------|--|--|---|---------------|---------------|
| | | | | | | Reserve Fund. | At credit of working a/c, or Bal. Profit, fund. | DIVIDEND. | | | | Closing. | Highest. | Lowest. |
| | | | | | | | | Amount. | When paid. | | | | | |
| Banks. | | | | | | | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 1865 | 7,500,000 | 60,000 | \$ 125 | all | \$5,462,127.20 | 143,302.94 | 20 and 20 bonus for 2 yr. to 30/9/90 at 34/100 = \$14.56 | Aug. 25, 90 | \$218.92 | 6.50 per cent. | 262 1/2 pr. ordm. new issue sales | 262 1/2 prem. | 252 1/2 prem. |
| Marine Insurance. | | | | | | | | | | | | | | |
| Union Insurance Society of Canton, Limited | 1867 | 2,500,000 | 10,000 | \$ 250 | 20 | 770,000 | \$ 331,601.68 estimated to 30 June 90 | 28 1/2% = \$7 per sh. for 1889 | Oct. 14, 90 | \$109.24 | 7.28 | \$86 buyers | — | — |
| China Traders' Insurance Co., Ltd. | 1865 | 2,000,000 | 24,000 | \$ 83.33 | 25 | 650,000 | 204,929.49 | 15 per cent. for year ending 30/4/90 | Sept. 13, 90 | \$52.03 | 7.03 | \$64 buyers | — | — |
| North China Insurance Co., Ltd. | 1863 | 1,000,000 | 6,000 | \$ 200 | 50 | Tls. 320,000.00 | Tls. 423,721.75 | 10 p.c. for 1889—Tls. 10.22 at 30/9/90 | April 11, 90 | Tls. 249.08 | 8.74 | Tls. 300 sales | — | — |
| Yangtze Insur. Association, Ltd. | 1862 | 800,000 | 8,000 | \$ 100 | all | \$ 610,617.69 | — | \$6 per share for 1889 | Mar. 12, 90 | Tls. 109.48 | 4.87 | Tls. 58 1/2 sellers | — | — |
| Chinese Insurance Co., Ltd. (in liquidation) | 1871 | 1,500,000 | 1,500 | \$ 1,000 | 200 | \$ 28,711.50 | 16,285.84 | 15 per cent. for 1 yr. to 31/12/89 in all p.c. cent. for 1887 | April 9, 88 | — | — | nominal | — | — |
| Canton Insurance Office, Ltd. | 1881 | 2,500,000 | 10,000 | \$ 250 | 50 | 500,000 | \$ 430,420.12 estimated to 30 Sept. 90 | 14 1/2% for 1889 | Oct. 16, 90 | \$100.00 | 5.98 | \$117 buyers | — | — |
| Straits Insurance Co. Ltd. | 1886 | 3,000,000 | 30,000 | \$ 100 | 20 | \$ 80,000 | \$ 184,054.65 to 31 Dec. 1889 | 10% for 1889 | April 5, 90 | \$22.35 | 12.00 | \$15 1/2 sellers | — | — |
| Fire Insurance. | | | | | | | | | | | | | | |
| Hongkong Fire Insur. Co., Ltd. | 1868 | 2,000,000 | 8,000 | \$ 250 | 50 | 1,056,040 | 303,349.20 | 23 p. sh. for 1888 | Feb. 25, 90 | \$182.00 | 6.96 | \$330 buyers | — | — |
| China Fire Insurance Co., Ltd. | 1870 | 2,000,000 | 20,000 | \$ 100 | 20 | 700,000 | 244,085.63 | \$3 p. sh. to 30/9/90 8 1/2% final div. for 89 = 30 per cent. per 100 | Feb. 25, 90 | \$55.00 | 6.81 | \$88 buyers | — | — |
| Straits Fire Insurance Co., Ltd. | 1886 | 2,000,000 | 20,000 | \$ 100 | 20 | 20,000 | \$ 100,818.08 for 1889 | 24 per cent. for 1889 | Mar. 14, 90 | \$21.50 | 6.17 | \$17 buyers | — | — |
| Fire and Marine Insurance, Singapore Insurance Co., Ltd. | 1884 | 4,000,000 | 40,000 | \$ 100 | 20 | \$ 11,376.91 | \$ 185,019.92 at 31/12/89 | 34 1/2% for yr. ending 31 Dec. 1888 | April 28, 90 | \$20.00 | 9.33 | \$7 1/2 sales | — | — |
| Docks and Wharves. | | | | | | | | | | | | | | |
| Hongkong & Whampoa Dock Co., Ltd. | 1865 | 1,562,500 | 12,500 | \$ 125 | all | — | \$ 26,736.35 | 5 p. c. for 6 m. ending 30/9/90 | Aug. 26, 90 | \$131.93 | 5.40 | 35% prem., buyers | 86% prem. | 78 1/2% prem. |
| Hongkong & Kowloon Wharf & Godown Co., Limited | 1885 | 1,000,000 | 20,000 | \$ 50 | all | — | — | Final div. 62 p. c. 6 m. ending 31/12/89 = \$5.25 p. share for 1889 | June 30, 90 | — | 4.01 | \$81 buyers | — | — |
| Shipping. | | | | | | | | | | | | | | |
| Hongkong, Canton & Macao Steam-boat Co., Limited | 1865 | 1,000,000 | 80,000 | \$ 20 | all | (*) \$50,000 | \$ 30,899.42 | 6 per cent. div. for 6 m. ending 30/9/90 | Aug. 2, 90 | \$31.63 | 6.07 per cent. | \$36 1/2 sellers | — | — |
| Indo-China Steam Navigation Co., Limited | 1862 | 1,200,000 | 60,000 | \$ 10 | all | \$54.01 | \$ 5,120.134 | 3 1/2% for yr. ending 31 Dec. 1889 | June 20, 90 | \$107.0 | 3.46 | 25% dis. sales | — | — |
| Douglas Steamship Co., Ltd. | 1883 | 1,000,000 | 20,000 | \$ 50 | all | \$ 347,853.31 | 2,705.16 | 12% for 1890 | Sept. 22, 90 | \$68.83 | 4.78 | \$47 buyers | — | — |
| China & Manila S. S. Co., Ltd. | 1882 | 175,000 | 3,500 | \$ 50 | all | \$ 55,000 | \$ 2,161.66 | 16 per cent. Sp. sh. for yr. ending 31/12/89 | Mar. 10, 90 | \$97.09 | 6.10 | \$131 sellers | — | — |
| Steam Launch Company, Ltd. | 1888 | 100,000 | 2,000 | \$ 50 | 30 | — | Dr. \$ 692.58 to 30/9/90 | — | — | par nominal | — | \$131 sellers | — | — |
| Refineries. | | | | | | | | | | | | | | |
| China Sugar Refining Co., Ltd. | 1878 | 1,500,000 | 15,000 | \$ 100 | all | — | \$ 11,973.95 | 4% int. div. for 1 yr. | Aug. 19, 90 | \$100.79 | 4.50 | \$17 1/2 buyers | — | — |
| Luzon Sugar Refining Co., Ltd. | 1882 | 700,000 | 7,000 | \$ 100 | all | — | Dr. \$ 143.22 | 5% int. div. for 1 yr. | Aug. 12, 90 | \$102.73 | 10.41 | \$90 sellers | — | — |
| Lands and Trusts. | | | | | | | | | | | | | | |
| Hongkong Land Investment & Agency Company, Ltd. | 1869 | 5,000,000 | 50,000 | \$ 100 | 50 | \$ 1,250,000 | \$ 801.04 | \$24 per sh. int. div. for 6 months ending 30/9/90 | July 23, 90 | \$74.91 | 5.55 | \$90 buyers | — | — |
| Kowloon Land and Building Company, Ltd. | 1869 | 300,000 | 6,000 | \$ 50 | 30 | — | { \$ 1,637.13 to 31/12/89 | — | — | — | — | \$14 buyers | — | — |
| Trust & Loan Co. of China & Co., Ltd. | 1886 | 1,000,000 | 99,375 | \$ 10 | 1 1/2 | \$ 50,000 | — | — | — | — | — | \$194 buyers | — | — |
| Tramways. | | | | | | | | | | | | | | |
| Hongkong High-Level Tramways Company, Limited | 1887 | 125,000 | 1,250 | \$ 100 | all | — | \$ 214.55 | — | — | par nominal | — | \$110 sellers | — | — |
| Mining. | | | | | | | | | | | | | | |
| (a) The Balmoral Gold Mining Co., Ltd. | 1880 | 150,000 | 18,000 | \$ 10 | all | — | — | — | — | — | — | \$11 sellers | — | — |
| (b) Jelebu Gold Mining & Trd. Co., Ltd. | 1889 | 225,000 | 45,000 | \$ 5 | all | — | — | — | — | — | — | \$34 sellers | — | — |
| (c) Selatun Tin Mining Company, Limited | 1880 | 575,000 | 10,000 | \$ 5 | 2 | — | — | — | — | — | — | \$2 sellers | — | — |
| Panjin & Suihe Gold Mining Co., Ltd. | 1886 | 600,000 | 60,000 | \$ 10 | all | — | Dr. \$ 176,012.78 to 31/12/89 | — | — | — | — | \$6 | — | — |
| Société Française des Charbonnages du Tonkin | 1888 | 4,000,000 | 8,000 | Pos. 600 | all | — | — | — | — | — | — | \$8, nom. | — | — |
| (d) Imuris Mines, Limited | 1889 | 175,000 | 17,500 | \$ 1 | all | — | — | — | — | — | — | \$47 1/2 buyers | — | — |
| Raub Mines | 1889 | 1,000,000 | 10,000 | \$ 1 | 17 1/2 | — | Dr. 7,833 1/4 to 31/12/90 | — | — | — | — | \$11 buyers | — | — |
| Planting, &c. | | | | | | | | | | | | | | |
| East Borneo Planting Co., Ltd. | 1888 | 200,000 | 4,000 | \$ 50 | all | — | Dr. \$79,347.35 to 30/9/90 | — | — | — | — | \$10 buyers | — | — |
| (a) Sengat Planting Co., Ltd. | 1888 | 250,000 | 5,000 | \$ 50 | 40 | — | Dr. \$6,449.65 to 30/9/90 | — | — | — | — | \$10 buyers | — | — |
| China-Borneo Company, Limited | 1888 | 750,000 | 7,500 | \$ 100 | 50 | — | Dr. \$10,244.74 to 30/9/90 | — | — | — | — | \$10 buyers | — | — |
| (a) Labak Planting Co., Limited | 1889 | 250,000 | 5,000 | \$ 50 | 30 | — | Dr. \$9,427.22 to 30/9/90 | — | — | — | — | \$24 buyers | — | — |
| (b) H. G. Brown & Co., Limited | 1889 | 300,000 | 6,000 | \$ 50 | all | — | \$ 1,298.10 7% for 1889 | — | — | — | — | \$63 | — | — |
| (c) The Lamag Planting Co., Ltd. | 1889 | 300,000 | 6,000 | \$ 50 | 25 | — | — | — | — | — | — | \$10 buyers | — | — |
| Hotels, Building, &c. | | | | | | | | | | | | | | |
| Hongkong Hotel Co., Limited | 1866 | 300,000 | 3,000 | \$ 100 | all | — | \$ 3,477.10 | 3 1/2% for 6 m. ending 30/9/90 | Sept. 7, 90 | \$100.00 | 3.62 | \$170, nom. | — | — |
| Atina Arms Hotel & Building Company, Limited | 1888 | 200,000 | 4,000 | \$ 50 | 50 | — | Dr. \$ 5,534.35 to 30/9/90 | — | — | — | — | nominal. | — | — |
| Peak Hotel & Trading Co., Ltd. | 1889 | 200,000 | 4,000 | \$ 50 | 35 | — | Dr. \$ 446.63 | 10% int. div. 5 per cent. per ann. July 10/90. | Jan. 24, 90 | \$39.81 | 8.38 | \$20 sales | — | — |
| West Point Building Co., Ltd. | 1889 | 125,000 | 12,500 | \$ 50 | 40 | — | — | — | — | — | — | \$31, nom. | — | — |
| Shamson Hotel & Land Co., Ltd. | 1889 | 100,000 | 6,000 | \$ 20 | 20 | — | — | — | — | — | — | \$18, nom. | — | — |
| Richmond Terrace, Estate and Building Company, Ltd. | 1889 | 100,000 | 1,000 | \$ 100 | all | — | \$ 5,999.16 | 14 per cent. for 1889 on 100 capital of \$30,000 15 per cent. p. ann. 6 months ending 30/9/90 | May 25, 90 | \$100.00 | 7.00 | \$200, nom. | — | — |
| Borneo Hotel & Stores Co., Ltd. | — | 50,000 | 1,000 | \$ 50 | 30 | — | — | — | — | — | — | \$30, nom. | — | — |
| Dispensaries. | | | | | | | | | | | | | | |
| A. S. Watson & Co., Limited | 1886 | 600,000 | 6,000 | \$ 10 | all | { \$140,000 +10,000 | \$ 1,413.88 | 7 per cent. int. div. 8 months ending 30/9/90 | Nov. 5, 90 | \$12.05 | 6.82 | \$20 1/2 sellers | — | — |
| Cruickshank & Co., Limited | 1888 | 60,000 | 1,000 | \$ 50 | all | { +10,000 | — | 5% for 6 m. ending 31/3/89 | Oct. 1, 89 | par nominal | 11.11 | nominal. | — | — |
| Lighting. | | | | | | | | | | | | | | |
| Hongkong & China's old issue Gas Co., Limited (new) | 1864 | 30,000 | 6,000 | \$ 10 | all | \$ 10,843.77 | \$ 1,711.19 | 10 per cent. for year ending 31/12/89, 7 1/2 per cent. bonus for do. | Apr. 17, 89 | { \$11.18 + \$9.16 | 6.39 | \$130, nom. | — | — |
| Hongkong Electric Co., Limited | 1889 | 300,000 | 30,000 | \$ 10 | 8 | — | — | — | — | — | — | \$8 sellers | — | — |
| Iron Foundries. | | | | | | | | | | | | | | |
| Geo. Fenwick & Co., Limited | 1869 | 150,000 | 6,000 | \$ 25 | all | \$ 1,000 | \$ 235.31 10% for 1889 | Feb. 24, 90 | par | — | — | \$23, nom. | — | — |
| A. G. Gordon & Co., Limited | 1889 | 150,000 | 6,000 | \$ 25 | 20 | — | \$ 1,693.62 int. div. of \$1 p. sh. for 6 m. | July 31, 89 | \$21.13 | — | — | par, nom. | — | — |
| Brick and Cement. | | | | | | | | | | | | | | |
| Hongkong Brick and Cement Company, Limited | 1886 | 100,000 | 4,000 | \$ 25 | 17.50 | — | Dr. \$27,614.49 for yr. end. 31/12/89 | — | — | — | — | \$12, nom. | — | — |
| Green Island Cement Company Limited, | 1889 | 1,000,000 | 20,000 | \$ 50 | 50 | — | Dr. \$23,308.95 to 31/12/89 | — | — | — | — | \$22 sellers | \$23 1/2 | \$22 |
| Miscellaneous. | | | | | | | | | | | | | | |
| Hongkong Ice Co., Limited | 1881 | 125,000 | 5,000 | \$ 25 | all | \$ 46,000 | \$ 7,896.78 5% int. div. | Aug. 8, 90 | \$35.78 | 4.59 | \$91 sellers | — | — | |
| H'kong & China Bakery Co., Ltd. | 1872 | 30,000 | 600 | \$ 50 | all | — | \$ 403.16 | \$4 p. sh. for year ending 31/12/89 | Mar. 14, 90 | \$30.83 | 5.88 | \$75, nom. | — | — |
| H.K. Rope Manufacturing Co., Ltd. | 1883 | 150,000 | 3,000 | \$ 50 | all | \$ 15,000 | \$ 733.92 | 12 1/2% for year ending 31/12/89 | Feb. 22, 90 | \$54.24 | 4.44 | \$135 sellers | — | — |
| Dairy Farm Co., Limited | 1886 | 100,000 | 10,000 | \$ 10 | all | — | Dr. \$23,308.95 for year to 30/12/89 | — | — | \$5.60 | — | \$12, nom. | — | — |
| Campbell, Moore & Co., Limited | 1886 | 12,000 | 1,200 | \$ 10 | all | — | Dr. \$ 104.77 | 12% for 1889 | May 16, 90 | par | — | \$10, nom. | — | — |
| Marineburg Furniture Co., Ltd. | 1889 | 75,000 | 3,000 | \$ 25 | 5 | — | — | — | — | — | — | \$10, nom. | — | — |